

**Objectives of the
Lower Naches River Partnership Group...**

*IDENTIFYING SIMILAR PUBLIC NEEDS AND GOALS, WORKING TOGETHER,
AND SEEKING EARLY AGENCY ENDORSEMENT*

*WORKING TOWARD REDUCING DUPLICATION, FOCUSING PUBLIC
INVESTMENTS EFFICIENTLY, AND IMPROVING THE ENVIRONMENTAL
BASELINE.*

**This group is coordinating with other entities having jurisdiction or interest in
the Lower Naches River Reach:**

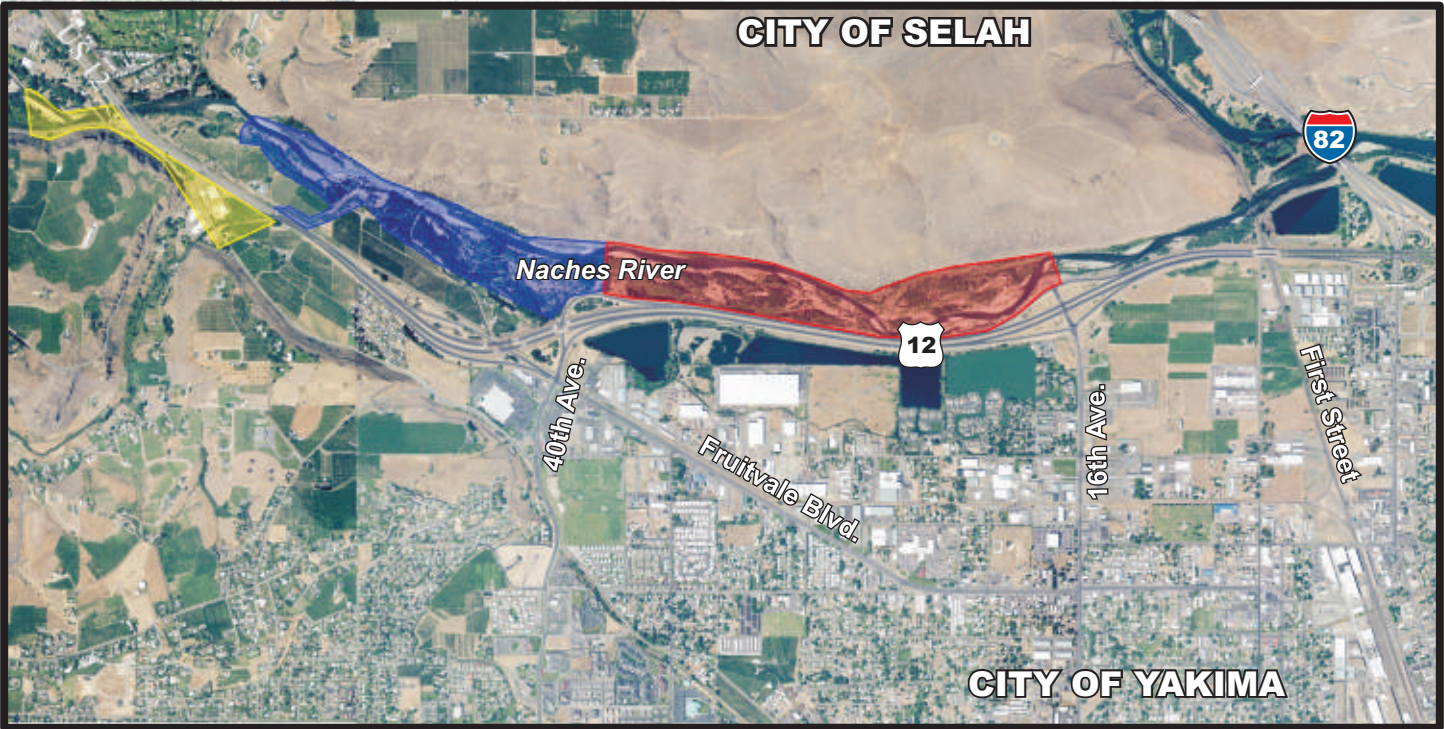
- US Bureau of Reclamation
- Washington Department of Fish and Wildlife
- North Yakima Conservation District
- Washington Department of Ecology
- Washington Water Trust
- Northwest Power Planning Council
- NOAA Fisheries Service
- Bonneville Power Administration
- Yakima Tributary Access and Habitat Program (YTAHP)
- Yakima Habitat Improvement Program (YHIP)
- Yakima Sub-basin Fish and Wildlife Planning Board
- Tri-County Water Resources Agency

Lower Naches River Partnership Group

A partnership between the City of Yakima, Yakima County, and
Washington State Department of Transportation



Lower Naches River Partnership Action Area



MAP LEGEND
Yakima County City of Yakima WSDOT

This map focuses on general areas of potential actions by the partnering agencies. However, other agencies, irrigation companies, and watershed and Salmon Recovery groups do, or may have, additional plans in the Action Area that could be incorporated to more effectively meet the goals and needs of all public agencies.

**For more information about the Lower Naches River Partnership Group
and the proposed projects, please call one of the contacts listed below:**

City of Yakima Dave Brown Water & Irrigation Manager Phone (509) 575-6204	Yakima County Joel Freudenthal Fisheries and Wildlife Biologist Phone (509) 574-2322	Washington State Department of Transportation Cameron Kukes Maintenance Environmental Coordinator Phone (509) 577-1754
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Why partner with other agencies and stakeholders?

The Lower Naches River floodplain is a common geographic area that is shared not only by the three members of the Lower Naches River Partnership Group (NRPG), but also irrigators, federal and state resource agencies, fishermen, and the public. Each agency has responsibilities to maintain and improve public services and systems, in accordance with their own agency rules and guidelines. The partnering agencies realize that their actions can often affect each other and that in the past, working independently from each other has developed many long-term problems that exist today. Through a coordinated partnership effort, we hope to make better decisions collectively, share and accumulate data and information to complete planned projects, work together whenever possible to complete partnership actions, and help protect the existing environment for all to use and enjoy.

Lower Naches River Partnership Group



What are the benefits of working together?

Working together will allow us to identify similar needs, reduce duplication, improve the environment, use financial assets more efficiently, and gain the endorsement of others that will be affected by the decisions we make.

What kinds of public investments might be affected by this group’s partnership?




Highways, roads, bridges, pathways, irrigation systems, storm water facilities, flood levees, flood control structures, flood hazard reduction to property and habitat, water supply, water quality, natural habitat, fisheries, wetlands, watershed areas, and the design and maintenance of system infrastructure.

What are the group’s priorities?

- Consolidation of irrigation diversions
- US 12 long-term bank stabilization
- Flood hazard reduction
- Power House Bridge replacement
- Nelson Dam improvements

What goals have been established?

- Protect and improve existing public infrastructure while improving the environmental baseline in the area
- Find and document ways to improve and streamline interagency coordination and processes
- Improve functionality and long-term stability related to public infrastructure investments and reduce system maintenance costs
- Provide long-term self-sustainable activities that accommodate natural channel processes and enhance long-term ecological conditions
- Where possible, share permitting, acquisition, and design elements that others can benefit from (cost, time, resources)

Lead agency	What is the problem?	What is the solution?	Relationship to others
<div>City of Yakima</div> <div></div>	<div>Irrigation diversion systems:</div> <ul style="list-style-type: none">• The Fruitvale Irrigation diversion is old and requires major repair for it to remain functional• Increasing operational problems and costs• Re-occurring in-water work and other environmental baseline affects	<div>Improve irrigation efficiencies and system delivery:</div> <ul style="list-style-type: none">• Consolidation of the Fruitvale canal diversion into the general systems diversion at Nelson Dam• Improve the general system transmission lines• Reduce on-going in-water maintenance issues• Improve system efficiencies	<ul style="list-style-type: none">• Improve water usage• Integration of project with other jurisdictions (flood control, habitat improvement, WSDOT)• Share project data with other public agencies• Improve habitat and fish passage in the area
<div>Yakima County</div> <div></div>	<div>Existing flood hazards:</div> <ul style="list-style-type: none">• Powerhouse Bridge and Road in Ramblers Park built in flood way• Powerhouse Bridge and Road at Cowiche Creek• US 12 at the Cowiche Creek Bridge• Railroad Bridge downstream of this crossing• Maintaining the ability for irrigation diversion• High levels of maintenance resulting from changes in channel alignment or elevation	<div>Reduce flood hazards:</div> <ul style="list-style-type: none">• New bridge that meets future growth for the area• Move the roadway alignment to improve flood flows• Raise the roadway elevation• Lengthen bridges across waterways• Reduce long term maintenance of new bridge• Improve sediment transport with the river system (prevent sediment deposit)	<ul style="list-style-type: none">• Reduce flood risks to others both up and downstream of Powerhouse Bridges• Improved habitat opportunities• Improved Water Quality and sediment transport• Look for other agency projects that can be integrated into project elements and save public funds• Improve flood district policies on future public investments
<div>WSDOT</div> <div></div>	<div>Highway erosion bank stabilization:</div> <ul style="list-style-type: none">• US 12 highway slope eroded by the Naches River and creating a public safety hazard• Re-occurring public costs associated with on-going maintenance of the slope• Vegetated area between highway and river is gone, making matters worse	<div>Restore the existing riverbank to protect the roadway:</div> <ul style="list-style-type: none">• Build long-term fix with bio-engineered structures along US 12	<ul style="list-style-type: none">• Improve side-channel and pool habitat for fish species• Restore and improve vegetation along the riverbank• Share project data with other public agencies to reduce duplication of work and public costs

This project is funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

MAKING EVERY DOLLAR COUNT.